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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. Bulgarian construction works are carried out mainly with domestic materials, except for iron and special brands of fireproof bricks for blast furnaces which are imported from the USSR.
2. As a rule construction enterprises keep to schedule and stay within norms for material. Sevbolstroi, the Soviet-Bulgarian construction enterprise, takes especial pains to fulfill schedules and norms meticulously. There is no difference in this regard between residential and industrial construction.
3. All construction, including rural construction, is handled by the Ministry. Private building is frustrated by non-issue of materials. Construction of the smallest cowshed in the most remote corner of Bulgaria must be approved and carried by the Ministry of Construction.
4. The labor force for construction has increased by 20 to 30 per cent during the past three years. This is partly because the Ministry now carries out all building, including very small jobs formerly carried out by private initiative, mainly with unskilled labor, which therefore requires more workers. Further, enterprises are forced to hire five to ten per cent of their employees as apprentices. They draw comparatively high pay, 75 per cent of an adult worker's wage, and are listed as regular laborers. Engineers in charge usually try to keep this number as low as possible. The labor force is mainly of the permanent type.
5. Trudovaks play a role of considerable importance. Where large numbers of unskilled laborers are required, Trudovaks are employed. There is a very small number of women in the labor force. One or two women bricklayers are exploited heavily for propaganda purposes.
6. The lowest paid construction worker received 240 leva before devaluation. The best paid received up to 450. The average pay in the metal industry is 420 leva and top pay, 550. Farm hands are paid as little as 180 leva per day. The best paid workers are miners, who may reach 1,000 leva including premiums.

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7. Standardization of building designs is not well advanced. There is an attempt to shift to Soviet designs and standards, but so far little has been achieved. The following are some restrictions on building materials:
- Iron is the most severely restricted item, and pressure is brought upon engineers and builders to use it as sparingly as possible; no reinforced concrete may be used in residential buildings up to and including three stories, except for the staircase;
 - In accordance with another recent ordinance, no industrial buildings may be plastered or whitewashed on the outside, and as a result raw brickwork is now seen all over the capital;
 - Timber is used wherever possible to obviate the use of iron, and as a result wood is being cut down without consideration for replacement; an attempt was made to return to older building styles, such as arched ceilings for cellars, but these experiments were not usually successful; and
 - For reasons of economy the standard bricks, which used to be 28 x 13.5 x 65 centimeters have been reduced to 24 x 11.5 x 5.5; the standard wall thickness of residential buildings used to be one and one-half bricks, i.e. 42 centimeters; the Soviets tried to reduce this to one brick only, 28 centimeters, but because of the very strong objection of architects it was decided to reduce the size of the brick and to maintain the one and one-half bricks system, which with the reduced size makes a wall of 36 centimeters.
8. Current building methods and practices do not differ from those of previous years. Concrete mixers in use are mainly of local origin (Chervena Zvezda; Red Star Factory). They have a capacity of 300 to 500 liters and are driven by foreign-made electro or gasoline motors. There are some mixers of Czech origin.
9. Little Soviet domination or control of construction industries is felt. There are no permanent Soviet advisers at the Ministry, though one of the Soviet advisers attached to the Council of Ministers deals with construction problems. Soviet engineers are brought to supervise the design of specially important or difficult structures.
10. It is assumed that the repair of the Sofia-Voluyak (N 42-47, E 23-14)-Pernik railroad has been completed, but only a single track is in operation. The project was executed in such haste that although the tunnels were blasted wide enough, fragments of rock and rubble were not removed, and these obstruct the space for the second track. An engineer named Koev (fnu) was held responsible and sentenced to a term of imprisonment in this connection.
11. It is believed that the Sofia-Klinura (N 42-42, E 24-28)-Karlovo line is in service up to Makotsevo (N 42-41, E 23-48). It is not known whether the seven-kilometer tunnel which was under construction beyond that point has been finished.
12. The Karnobat-Shumen line runs east of Borushtitsa (N 42-44, E 25-35). No other details are known.
13. All topographical maps were recently concentrated at the Central Military Mapping Institute in Sofia. In order to obtain a map from this institution, the Minister himself must sign the application, and a special courier is assigned by the Security Police to fetch the maps from the Institute.
14. The following are projects carried out by the Ministry:
- New buildings were recently added to the aircraft factory (formerly Caproni) at Kazanluk;
 - The Soviet-Bulgarian company Korbso recently constructed a number of drydocks in Varna;

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- c. The construction of a large steel rolling mill was begun in 1951 some 20 miles south of Sofia, in the direction of Pernik; and
 - d. On the way to Plovdiv a large plant manufacturing spare parts for automobiles and tractors is under construction; engineers believe that, to judge by its size, more substantial products than spare parts will also be made there.
15. The equipment furnished by the Ministry for highway construction consists of steam rollers, some pneumatic drills, and a type of plough for the repair of non-metalled road. There is no earthmoving equipment, heavy or otherwise. A small number of excavators are owned by Soviet firms. Steamrollers are mostly of local manufacture, powered by coal burning steam engines. The manufacture of steamrollers has been stopped as the remaining local supply with German rollers still satisfies local needs.
16. Most surveying instruments currently in use are of German origin. New instruments are not available and have to be ordered through the Ministry of Foreign Trade. Orders take a long time and are usually not fulfilled to the letter. Prices are unknown.

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